

4. (New) The display of Claim 2, wherein the selected distance shown in the side view is the range of terrain shown on the top-down display.

5. (New) The display of Claim 1, wherein the swath is substantially rectangular, the length of a first section of the swath extending along a track of the aircraft from a nose of the aircraft to about 2.5 nautical miles from the nose of the aircraft, the width of the first section of the swath extending about 0.25 nautical miles about the track of the aircraft.

6. (New) The display of Claim 5, wherein the length of a second section of the swath extends from about 2.5 nautical miles from the nose of the aircraft to about 5 nautical miles from the nose of the aircraft, the width of the second section of the swath extending about 0.75 nautical miles about the track of the aircraft.

7. (New) The display of Claim 6, wherein the length of a third section of the swath extends from about 5 nautical miles from the nose of the aircraft to an edge of the display, the width of the third section of the swath extending from about 1 nautical mile about the track of the aircraft to about 8 nautical miles about the track of the aircraft.

8. (New) The display of Claim 1, wherein a boundary of the swath rotates away from the track of the aircraft in a direction of a turn, the boundary rotating from a rotation point at the origin of the track of the aircraft.

9. (New) The display of Claim 8, wherein the swath rotates  $\emptyset/2$  degrees, where  $\emptyset$  is a bank angle of a non-accelerated, constant altitude turn.

10. (Amended) A flight information display for a flight deck of an aircraft, the display showing a side view of a landing approach path for the aircraft on a runway, the display comprising:

- a pictorial representation to scale of a profile of a current projected path of descent of the aircraft;
- a pictorial representation to the same scale of a profile of a vertical glide slope of the approach path;
- an icon positioned on the left or right side of the display representing the aircraft, the altitude of which is depicted to the same scale; and
- an altitude reference scale.

11. (New) The display of Claim 10, wherein the representation of the glide slope includes a triangle overlaying the projected path of the descent of the aircraft.

12. (Amended) A flight information display for a flight deck of an aircraft, the display comprising:

- a first icon representing a current location of the aircraft;
- a pictorial representation of at least 0.5 nm of a profile of a projected flight path of the aircraft; and
- a second icon showing a location at which the aircraft will reach a target speed based on its current speed and acceleration, the display providing an indication of where in a vertical plane and along the flight path the target speed will be achieved.

13. (New) The display of Claim 12, wherein the second icon is located toward the nose of the aircraft when a difference between current speed of the aircraft and the target speed is less than a predetermined threshold.

14. (New) The display of Claim 13, wherein the second icon is located toward the location at which the aircraft will reach the target speed and the icon has a first size when the difference between current speed of the aircraft and the target speed is greater than the predetermined threshold and the aircraft is projected to reach the target speed at a distance within range of the display.

15. (New) The display of Claim 14, wherein the second icon is located toward an edge of the display away from the first icon and the second icon has a second size that is larger than the first size when the difference between the current speed of the aircraft and the target speed is greater than the predetermined threshold and the aircraft is projected to reach the target speed at a distance beyond the range of the display.

16. (New) The display of Claim 12, further comprising a plurality of second icons, each of the plurality of second icons indicating a location at which the aircraft will achieve the target speed at a different flight angle.

17. (New) The display of Claim 12, wherein location of the second icon is calculated according to the equations:

$$d_{\text{achieve}} = v_{g_{\text{current}}} * (t_{\text{achieve}}/3600) + (1/2 * a_g * \cos(\gamma) * t_{\text{achieve}}^2)/6067 \quad \text{Eq. [1]}$$

$$h_{\text{achieve}} = v_{s_{\text{current}}} * (t_{\text{achieve}}/60) + 1/2 * a_{\text{current}} * \sin(\gamma) * t_{\text{achieve}}^2 \quad \text{Eq. [2]}$$

$$t_{\text{achieve}} = ((v_{\text{selected}} - v_{\text{current}}) * 6067) / (3600 * a_{\text{current}}) \quad \text{Eq. [3]}$$

$$a_{\text{current}} = ((v_{\text{final}} - v_{\text{initial}}) * 6067) / (3600 * (t_{\text{final}} - t_{\text{initial}})) \quad \text{Eq. [4]}$$

where: a = airspeed acceleration in ft/sec<sup>2</sup>; v = calibrated airspeed in knots; t = time in seconds; d = distance along the ground in nm; h = height in feet; v<sub>g</sub> = Ground Speed in knots; v<sub>s</sub> = Vertical Speed in ft/min; a<sub>g</sub> = Inertial

acceleration along  $\gamma$  in units of g (32 ft/sec<sup>2</sup>);  $\gamma$  = Flight Path Vector in degrees.

18. (Amended) A flight information display for a flight deck of an aircraft, the display comprising:

- an icon having a fixed position on a left side of the display representing the aircraft;
- a vertical altitude reference scale which changes as altitude of the aircraft changes so that an altitude number horizontally aligned with the icon is current altitude of the aircraft, the icon being located vertically along the altitude reference scale while always being in view of a user; and
- a pictorial representation of a lateral view of terrain directly in front of the aircraft.